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# Bay Area Ozone Strategy and Related Smart Growth Programs

Joint Policy Committee  
March 25, 2005



# Bay Area Ozone Strategy

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## Overview

- Prepared by Air District, MTC and ABAG
- Attain and maintain compliance with State *and* national 1-hour ozone standards
- State requirements
  - All feasible control measures
  - Attainment in Bay Area
  - Reduce transport to neighboring districts
- National requirements
  - Maintain attainment of national 1-hour standard
- Extensive public involvement



# Bay Area 2004 Ozone Strategy

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## What is Ozone?

- Adverse health effects
  - Irritates respiratory system/shortness of breath
  - Aggravates asthma, bronchitis, emphysema
  - Long-term exposure damages lung tissue
  - Children, seniors are most at risk
- Not emitted directly from smokestacks and tailpipes
- Formed by photochemical reactions between hydrocarbons and nitrogen oxides
- Regional pollutant
- To reduce ozone, must reduce emissions of hydrocarbons and nitrogen oxides

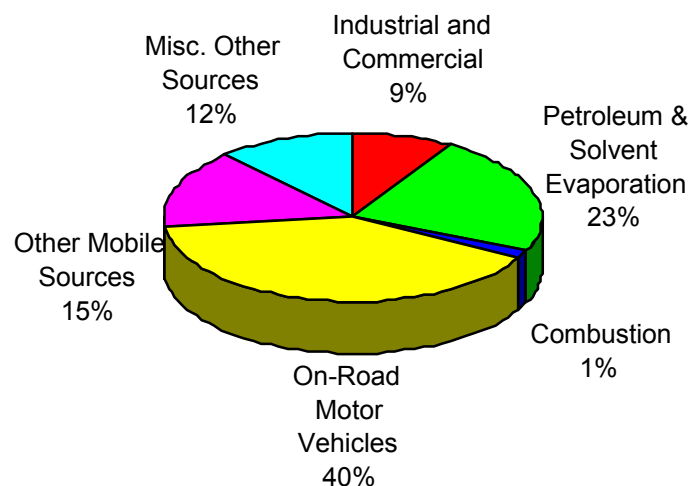


# Bay Area 2004 Ozone Strategy

## Sources of Pollutants That Form Ozone

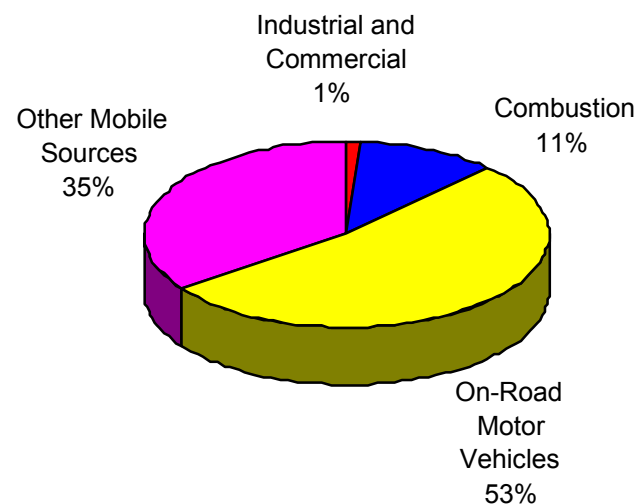
### Reactive Organic Gases (2005)

461 tons/day



### Nitrogen Oxides (2005)

551 tons/day





# Bay Area 2004 Ozone Strategy

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## Ozone Trends

- Bay Area sometimes exceeds State or national health-based ozone standards
- High ozone concentrations and days over standard have decreased
- April 2004 – Bay Area attained national 1-hour ozone standard
- Why this progress? – District regulations, cleaner vehicles, TCMs, other programs
- Still violate State standard



# Bay Area 2004 Ozone Strategy

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## **Control Strategy**

- Set of control measures to reduce emissions
- Stationary source measures
- Mobile source measures
- Transportation control measures
- Further study measures



# Bay Area Ozone Strategy

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## **Draft Stationary Source Measures**

- Industrial/Commercial Processes
  - Auto Refinishing
  - Graphic Arts Operations
  - High Emitting Spray Booths
  - Polyester Resin Operations
  - Wood Products Coating
- Combustion Processes
  - Boilers less than 10 MM BTU/hr
  - Large Water Heaters/Small Boilers
  - Stationary Gas Turbines
- Petroleum Products Production and Distribution
  - Flares
  - Gasoline Bulk Terminals and Plants
  - Marine Loading Operations
  - Organic Liquid Storage Tanks
  - Pressure Relief Devices
  - Wastewater Systems
- Energy Conservation



# Bay Area Ozone Strategy

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## **Draft Mobile Source Measures**

- Diesel Equipment Idling Model Ordinance
- Green Contracting Model Ordinance
- Low Emission Vehicle Incentives
- Vehicle Buy Back Program



# Bay Area Ozone Strategy

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## **Draft Transportation Control Measures**

- Voluntary employer based trip reduction programs
- Local and areawide bus service
- Regional rail service
- Interregional rail service
- Access to rail and ferries
- Ferry service
- Carpool/express bus lanes on freeways
- Bicycle access and facilities
- Youth transportation (includes clean fuel school buses)
- Freeway traffic management
- Arterial management
- Transit use incentives
- Carpool/vanpool services
- Local land use planning and development strategies
- Public education/intermittent controls
- Demonstration projects (includes clean air vehicles)
- Transportation pricing reform
- Pedestrian access and facilities
- Traffic calming



# Bay Area Ozone Strategy

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## Recent Efforts

- Public review of draft control strategy – fall 2004
- Verbal, written comments
- Respond to comments/revise control measures
- CEQA – environmental review of draft control strategy largely complete



# Bay Area Ozone Strategy

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## National 1-hour Ozone Standard

- April 2004 – EPA finding of attainment for national 1-hour standard
- Finding of attainment challenged in 9<sup>th</sup> Circuit (pending)
- Redesignation request and maintenance plan would be needed to be designated as attainment for the 1-hour standard



# Bay Area Ozone Strategy

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## **Transition From National 1-hour to 8-hour Ozone Standard**

- April 2004 – EPA designations for 8-hour standard
- Bay Area – marginal nonattainment area for national 8-hour standard
- Legal challenges to 8-hour implementation rule
- Revocation of 1-hour standard may occur June 2005
- District pausing release of Ozone Strategy until national planning requirements are clear
- District rulemaking continues



# Bay Area Ozone Strategy

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## Next Steps

- Track transition from national 1-hour standard to 8-hour standard
- Release draft Ozone Strategy and Draft EIR for public review and comment
- Prepare final Ozone strategy and EIR for Board consideration
- Rule development, emission reductions are ongoing



# Air District Smart Growth Programs

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## Background

- Promote land use/transportation/air quality planning since 1980's
- Founding partner of Smart Growth Strategy/Regional Livability Footprint Project
- Objectives
  - Reduce long-distance commuting
  - Increase transit use, walking, cycling
  - Avoid land use conflicts (sensitive receptors near air pollution sources)



# Air District Smart Growth Programs

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## **Smart Growth in the Ozone Strategy**

- **TCM 15 – Local Land Use Programs**
  - Encourage infill, TOD, mixed use
  - Incentives (TLC/HIP, T-Plus, TFCA)
  - Technical assistance
- **Other Control Measures**
  - TCM 9 – Bicycle Facilities
  - TCM 19 – Pedestrian Facilities
  - TCM 20 – Traffic Calming
  - SS 15 – Energy Efficiency
  - MS 1 – Diesel Idling Model Ordinance
  - MS 2 – Green Contracting Model Ordinance



# Air District Smart Growth Programs

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## Other Programs

- CEQA guidance, review & comment
- Technical assistance to cities & counties
  - Air quality elements
  - Land use conflicts/mitigation
  - Local AQ mitigation programs
- Incentives
  - TFCA grants
  - TFCA scoring criteria